

Newport Port Health Authority



Annual Report

For the Year 1962 .

BY

**THE MEDICAL OFFICER OF HEALTH,
W. B. CLARK, M.B., Ch.B., D.P.H.**

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COUNTY BOROUGH OF NEWPORT

HEALTH COMMITTEE, 1962/63

(Acting as the Port Health Authority)

Chairman :

ALDERMAN T.F. MOONEY, J.P.

Deputy Chairman :

THE MAYOR (COUNCILLOR R. POOK, J.P.)

ALDERMAN W. CASEY, J.P.

" MRS. M.J. DUNN.

" A.E. WILLS, J.P.

" F.V. CORNFORD, J.P.

COUNCILLOR C.A. STONE.

" C.L. TUCKER.

COUNCILLOR F.H.L. KEMP.

" R.K. WILLIAMS.

" J.R. NICHOLLS.

CO-OPTED MEMBERS.

DR. W.J. THOMPSON.

DR. H.G.C. PAYNE.

Town Clerk .

J.G. ILES.

Treasurer :

E. JONES, F.I.M.T.A.

Medical Officer of Health :

W.B. CLARK, M.B., Ch.B., D.P.H.

Deputy Medical Officer of Health :

J. SLEIGH, M.B., Ch.B., D.P.H.

Senior Port Public Health Inspector :

R.M. SCORRER, CERT. ROYAL SOCIETY OF HEALTH *

Port Public Health Inspector :

R.P. COOPER, CERT. ROYAL SOCIETY OF HEALTH*

Rodent Operative :

T.E. RILEY

* Also Certificate for Inspection of Meat and other Foods.

NEWPORT PORT HEALTH AUTHORITY

PUBLIC HEALTH DEPARTMENT,

CIVIC CENTRE,

Tel. Newport 65491.

NEWPORT, MON.

*To the Chairman and Members of the Health Committee
acting as the Port Health Authority.*

I beg to submit my Report for the year 1962. It is made in accordance with Regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Health Authority for the year ended 31st March, 1962 are as follows:- County Borough of Newport, 86.91 per cent.; The Rural District Council of Magor and St. Mellons, 0.62 per cent.; City and County Borough of Cardiff 12.47 per cent.

SECTION 1 - STAFF TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments Held
W.B. CLARK	Port Medical Officer of Health	7th Dec. 1954	M.B., Ch.B., D.P.H.	Medical Officer of Health, and Principal School Medical Officer etc. for County Borough.
J. SLEIGH	Deputy Port Medical Officer of Health	9th May, 1955	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health and Deputy Principal School Medical Officer etc. for County Borough.
R.M. SCORRER	Senior Port Public Health Inspector.	1st July, 1931	Cert.R.S.H. Meat & Other Foods Cert.	-
R.P. COOPER	Port Public Health Inspector.	4th Jan. 1937	Cert.R.S.H. Meat & Other Foods Cert.	-
T.E. RILEY	Rodent Operative	8th Sept. 1958	-	-

**SECTION II - AMOUNT OF SHIPPING ENTERING
THE DISTRICT DURING THE YEAR**

TABLE B

Ships From	Number	Tonnage	Number Inspected		Number of Ships re- ported as having or having had during the voyage, infect- ious disease on board.
			By the Medical Officer of Health	By the Public Health Inspector	
FOREIGN PORTS	579	1,025,503	8	559	4
COASTWISE	1,880	606,740	2	682	1
TOTAL	2,459	1,632,243	10	1,241	5

**SECTION III - CHARACTER OF SHIPPING AND TRADE
DURING THE YEAR**

TABLE C

PASSENGER TRAFFIC

Number of Passengers INWARDS	...	74
Number of Passengers OUTWARDS	...	288

CARGO TRAFFIC

Principal IMPORTS:

Aluminium, Bauxite, Beer, Cider, Cider Apples, Cork Rods, Cork Products, Ferro Silicon, General Cargo, including Silicon Tetrachloride, Silicon Fluoride, Canned Meats, Lard, Flower bulbs, Trees and Shrubs, Strawboards, Wood Pulp, Hardboard, Machinery and parts, Cheese, Polymer Flake, Phthalis Anhydride, Asbestos Shorts, Dairy Cream, Wire Netting, Electrical Switch-gear, etc., Iron Ore, Lumber, Pitprops, Timber, Railway Sleepers, Telegraph Poles, Beech Logs, Plywood, Steel-Joists, roof bars, billets, rounds, angles and slabs, Sulphate of Potash, Muriate of Potash, Wheat Flour, Silver Sand.

Principal EXPORTS:

General Cargo, including Tinsplates and manufactures of Iron, Steel and other metals, Oil, Cement, Coal and Motor Cars.

PRINCIPAL PORTS from which vessels arrive.

Antwerp, Amsterdam, Arklow, Aarhus, Archangel, Aghia Maria, Baltimore, Bordeaux, Bremen, Bayonne, Caen, Casablanca, Copenhagen, Cadiz, Drammen, Dinkirk, Dieppe, Eydehavn, Emden,

Ghent, Gamelby, Gdansk, Gothenburg, Halifax, N.S., Hamina, Honfleur, Kingstown, Kopping, Kitimat, B.C., Karlsham, Kalmar, Kramfors, Kotka, La Goulette, Lisbon, Leixoes, Leningrad, Monrovia, Montreal, Merikarvia, Mantyluoto, Marieberg, Marsin, Narvik, New Westminster, Odense, Oslo, Oskarshamn, Port Alfred, Puerto Ordaz, Quebec, Rotterdam, Roneby, Ravso, Rouen, Skien, Seven Islands, Stavanger, Toulon, Volo, Vancouver, Victoria, Valdermarsvik, Varberg, N.S., Wabana, Waterford, Yxpila.

SECTION IV - INLAND BARGE TRAFFIC

There is no inland barge traffic using the district.

SECTION V - WATER SUPPLY

(1) Sources of supply for (a) the district. The drinking water of the Port is obtained from the Newport and South Monmouthshire Water Board who obtain supplies from upland waters which are impounded in Reservoirs, the water subsequently being filtered through pressure filters and chlorinated; (b) Shipping - This water is supplied direct from the town Mains.

(2) Reports of tests for contamination - The Water Board has established, its own laboratory and tests are being continually carried out both for bacteriological and chemical analysis.

(3) Precautions taken against contamination of hydrants and hose pipes - Hydrants and hose pipes are covered and are flushed out before being used.

(4) Number and sanitary conditions of water boats and powers of control by the Authority.

There are no water boats operating within the district of the Port.

SECTION VI - PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1961.

(1) LIST OF INFECTED AREAS. (Regulation 6)

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

Lists are made out from time to time as necessary, amendments being notified by letter. The lists are typed on gummed paper which are fixed within specially prepared holders, supplies of the latter being issued to officers of H.M. Customs, Immigration Officers and Pilots through the Pilotage Board.

The lists are sent to the above by post and any urgent changes being notified by telephone.

(2) RADIO MESSAGES.

(a) Arrangements for sending permission by radio for ships to enter the district. (Regulation 13).

No application has been made to the Minister for a declaration that the Port Health Authority be considered as a 'radio transmitting port'.

(b) Arrangements for receiving messages by radio from ships and for acting thereon. (Regulation 14(1) (a) and (2)).

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to the Port Health Office and the telegraphic address of 'Portelth, Newport' has been registered by the Post Office. After hours messages are telephoned to either the Port Medical Officer or the Senior Port Public Health Inspector at their residences. Wireless messages are also received through Shipping Agents approved by the Port Health Authority, viz:- Wm. Adams & Co., Bethell Gwyn & Co. Ltd., Dunn & Co. (Newport) Ltd., Houlder Bros. & Co. Ltd., Jones, Heard & Co. Ltd., Clifford C. Jones & Co. Ltd., R.W. Jones & Co., and C. Shaw Lovell & Sons, Ltd.

(3) NOTIFICATIONS OTHERWISE THAN BY RADIO. (Regulation 14(1)(b)).

Arrangements for receiving notifications otherwise than by radio and for acting thereon.

Notification received through Barry Visual Signal Station or at Entrance Dock through H.M. Customs Officers, thence by telephone to Port Health Office, or after hours as in (2) (b).

(4) MOORING STATIONS. (Regulations 22 to 30).

Situation of stations, and any standing directions issued under these Regulations.

(a) Within the Docks. An isolated buoy within the Docks or the ships ordinary place of mooring.

(b) Outside the Docks. The Spit.

(c) Standing exemptions. These comprise ships with infectious diseases other than cholera, plague, yellow fever, typhus fever, relapsing fever or smallpox on board and the ships from ports in areas listed under Article 6 unless they are carrying cargo of grain or unless there has been during the voyage sickness or death among the crew or passengers or unusual mortality among the rats on board. In all such cases the Port Medical Officer is immediately notified.

(5) ARRANGEMENTS FOR: -

(a) *Hospital accommodation for infectious diseases (other than smallpox - See Section VII);*

Arrangements have been made for cases of Plague, Cholera, Yellow Fever, Typhus, Relapsing Fever and other Infectious Diseases to be admitted to Isolation Hospitals maintained by the Welsh Hospital Board.

(b) *Surveillance and follow up of contacts;*

Forward notices are sent to the Medical Officers of the districts concerned when contacts leave the port. Those contacts who remain within the Port District are under the supervision of the Port Public Health Staff during the period of surveillance.

(c) *Cleaning and disinfection of ships, persons, clothing and other articles;*

Disinfection of accommodation on ships is carried out by spraying formaldehyde or carbolic or by means of burning sulphur.

Clothing, beds and bedding are removed in the Local Authority's disinfection vehicle and arrangements are made with the Welsh Hospital Board for steam disinfection at one of the local hospitals.

Disinfestation of persons is carried out at the Local Authority's Reception Centre.

SECTION VII - SMALLPOX

(1) *Name of Isolation Hospital to which smallpox cases are sent from the district.*

Penrhys Smallpox Hospital, Ystrad, Rhondda, Glam.

(2) *Arrangements for transport of such cases to that hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The local Ambulance Service of the County Borough of Newport would convey such patients to Hospital. All ambulance service personnel have been vaccinated and in the event of an outbreak of smallpox would be required to be re-vaccinated.

(3) *Name of smallpox consultants available.*

Dr. G.F.J. Thomas, St. David's Hospital, Cardiff. Dr. E. Waddington, Pembroke House, St. Winifred's Hospital, Cardiff.

(4) *Facilities for laboratory diagnosis of smallpox.*

Institute of Preventive Medicine, The Parade, Cardiff.

SECTION VIII - VENEREAL DISEASES

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment and the steps taken to make these facilities known to seamen.

Facilities for free diagnosis and treatment, including in-patient treatment, for all seamen suffering from Venereal Diseases are provided at the Royal Gwent Hospital.

The Clinic is now open for :- Males - Tuesdays, 9 a.m., Wednesdays, 2 p.m. and 5 p.m., Fridays, 5.30 p.m.

An irrigation department, adjoining the Out-Patients' Department at the Royal Gwent Hospital (open daily) provides for irrigation treatment for males between their attendances at the medical session.

Notices are hung in public lavatories and public house lavatories giving particulars of the days and hours of the Clinics. Those in and near the docks are printed in four languages for the convenience of foreign seafaring men.

Patients found to be suffering from the disease are informed on board ship of these facilities.

**SECTION IX - CASES OF NOTIFIABLE AND OTHER
INFECTIOUS DISEASES ON SHIPS**

TABLE D

Category	Disease	Number of Cases During the year		Number of Ships Concerned
		Passengers	Crew	
Cases landed from ships from foreign ports ...	-	-	-	-
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Small Pox (suspected)	-	1	1
	Venereal Disease	-	6	4
Cases landed from other ships ...	Dysentery (suspected)	-	1	1

Suspected Small Pox - M/V Longstone.

A member of the crew, a British subject from Zanzibar was taken ill at Bona with vesicles on his trunk and raised lumps on his face together with a feeling of sickness and a high temperature. He was examined by a French doctor who ordered his immediate hospitalization and stopped all shore leave. The vessel had arrived at Bona on 6th February, 1962 en route to the United Kingdom from Split where thirty-six members of the crew had been vaccinated on 1st February, 1962 because their International Certificates were becoming out of date. Two remaining members of the crew were vaccinated at Bona on 8th February, 1962. Serum from the patient was sent from Bona to the Pasteur Institute, Paris for examination. The vessel sailed on 8th February, 1962 and arrived at Newport on 15th February, 1962, and was immediately boarded and all members of the crew medically examined and thirty-two members re-vaccinated. Other persons whose presence on board was also essential were also vaccinated. Eleven members of the crew were further examined on the 16th February, 1962 and the vessel allowed to pay off. Contact notices were sent to the Medical Officer of Health of all areas where crew were staying. All cabins and bedding were disinfected. It was subsequently reported that the case was not one of Small Pox, but had been confirmed as Chicken Pox.

Suspected Dysentery - M/V Brescia.

The above vessel arrived from Liverpool on 27th April, 1962. A seaman complained of diarrhoea and vomiting and was visited by the Shipping Federation Medical Officer on 29th April, 1962 and subsequently admitted to Allt-yr-yn Isolation Hospital, Newport as a case of dysentery. Crew accommodation was disinfected. The seaman was discharged from hospital on 9th May, 1962 the final diagnosis being gastro enteritis.

Paratyphoid Fever - S/S Kuciste.

The above Yugoslav vessel arrived at Newport from Avonmouth on 23rd August, 1962 and the Master reported no sickness among his crew of twenty-eight. On 27th August information was received from Bristol that a galley boy had received medical attention at Avonmouth on 15th August, 1962, and had been admitted to Ham Green Hospital, Bristol, for fever and stomach pains. The final diagnosis was Paratyphoid B Fever and the boy was discharged on 23rd August, 1962 to rejoin the ship at Newport. He was examined upon arrival at Newport and the master made aware of the nature of his illness. It was also agreed that the boy should not do any work and that the other occupant of his cabin be removed elsewhere and all necessary precautions taken to prevent a spread of infection. The vessel sailed on 27th August, 1962 for Serville and Rijeka.

Food Poisoning - M/V Somerset.

This vessel arrived from Swansea on 7th December, 1962. Information had been received from Swansea that thirteen members of the crew had been examined after suffering from sickness and diarrhoea. Samples of food, faeces and urine were taken whilst the vessel was at Swansea. The vessel sailed on 8th December, 1962 for Liverpool before any repeat examinations could be made. The Medical Officer of Health at Liverpool was informed of this occurrence.

There were no cases of small pox, cholera, plague, yellow fever, typhus or relapsing fever within the port during the year.

SECTION X - OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

No case of malaria was notified as having occurred during the voyages of vessels before arrival at Newport.

SECTION XI - MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No infected or suspected ships arrived during the year.

SECTION XII - MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) *Procedure for inspection of ships for rats.*

Vessels are boarded by the Port Public Health Inspector as soon as possible after arrival, and unless the Masters produce recently issued certificates, inspections are extended to the holds, et. in order to ascertain the rat population. The Port Rodent Operative also inspects vessels upon arrival in the port in cases when the Ships Agents have made requests for certificates.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

Post-mortem examinations of rodents in connection with Plague precautions are carried out at the Public Health Department. All other examinations are carried out by the Public Health Laboratory Service.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

The deratting of ships is carried out by private contractors under the supervision of the Port Public Health Inspector. Hydrogen Cyanide, sprayed and in an absorbed form for liberation, traps and poison bait are used for this purpose.

Contractors:- Ben D. Gibbs & Son Ltd; Western Scaling & Painting Co., Contra-pest Service, Ltd., and Rentokil Laboratories, Ltd., Hivey Fumigation Co., Ltd.

(4) *Progress in rat-proofing of ships.*

No additional rat proofing was provided on vessels at the port during the year.

TABLE E
RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM
FOREIGN PORTS

Category	Number
Black Rats ...	10
Brown Rats ...	Nil
Species not known ...	Nil
Sent for Examination...	Nil
Infected with plague...	Nil

TABLE F
DERATTING CERTIFICATES AND DERATTING EXEMPTION
CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM
FOREIGN PORTS

Number of Deratting Certificates Issued				Total	Number of Deratting Exemption Certificates Issued	Total Certi- ficates Issued
After fumigation with		After Trapping	After Poison- ing			
H CN	Other fumigant (state method)					
1	2	3	4	5	6	7
1	-	-	1*	2	52	54

* treated with sodium fluoracetate.

SECTION XIII - INSPECTION OF SHIPS FOR NUISANCES

TABLE G

INSPECTIONS AND NOTICES

Nature & Number of Inspections		Notices Served		Result of Serving Notices
		Statutory Notices	Other Notices	
General Inspections	1241	Nil	136	All notices comp- lied with
Re Visits ...	2986			
Total ...	4227	Nil	136	- do -

SECTION XIV

PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948

Information respecting any shell-fish beds or layings within the jurisdiction of the Authority stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. A report of any action taken, which should state whether any prohibited area has been prescribed, should be included.

There are no shell fish beds or layings within the jurisdiction of the Authority.

SECTION XV - MEDICAL INSPECTION OF ALIENS

No aliens were examined by the Medical Inspector during the year.

MEDICAL EXAMINATION OF COMMONWEALTH IMMIGRANTS

- (1) *Medical Inspectors for the purposes of the Commonwealth Immigrants Act, 1962.*

Dr. W.B. Clark.
Dr. J. Sleigh.
Dr. M.M. Guest Gray.

- (2) *Other Staff engaged on this Work.*

Mr. R.M. Scorrer.
Mr. R.P. Cooper.

- (3) *Organisation of Work.*

The Medical Staff are available for duty twenty-four hours a day either at the Health Department during office hours or at their homes outside these hours. If medical examinations

are necessary the Immigration Officer contacts the Health Department.

(4) *Nature and amount of Commonwealth Immigrant traffic.*

Total No. of arriving Commonwealth citizens subject to control under the Act	...	8
Total No. of Commonwealth citizens medically examined	...	Nil
No. of reports or certificates issued:-		
(a) Suffering from mental disorder	...	Nil
(b) 1. Undesirable for medical reasons	...	Nil
2. Likely to require major medical treatment	...	Nil
No. of Commonwealth citizens refused entry:-		
(a) Suffering from mental disorder	...	Nil
(b) 1. Undesirable for medical reasons	...	Nil
2. Likely to require major medical treatment	...	Nil

(5) *Accommodation for medical inspection and examination.*

Medical inspection and examination of Commonwealth Immigrants is carried out on the vessels concerned.

SECTION XVI - MISCELLANEOUS

Arrangements for the burial on shore of persons who have died on board ship from infectious diseases.

Bodies would be removed to the Infectious Diseases Hospital Mortuary, where they would remain until burial.

GENERAL INSPECTION OF VESSELS

4.2 per cent. of the 1,241 vessels inspected during the year had sanitary defects according to the standards laid down by the Board of Trade. 3.0 per cent. of the foreign vessels were insanitary, compared with 5.1 per cent. of the British vessels. Of the vessels inspected from foreign ports 5.9 per cent. had sanitary defects and of the coastwise vessels 2.8 per cent.

<u>Nationality</u>	<u>Percentage with Sanitary Defects during the year 1962</u>
British	5.1
American	0.0
Belgian	0.0
Danish	0.0

<u>Nationality</u>	<u>Percentage with Sanitary Defects during the year 1962</u>
Dutch	0.0
Finnish	0.0
French	0.0
German	0.0
Greek	50.0
Israeli	0.0
Italian	0.0
Lebanese	50.0
Liberian	0.9
Norwegian	2.4
Panamanian	66.6
Polish	0.0
Rumanian	0.0
Russian	0.0
South African	0.0
Spanish	2.5
Swedish	0.0
Swiss	0.0
Yugoslavian	0.0

The types of nuisances and defects dealt with show that 79.0 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 21.0 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty and verminous crews' quarters, berths, washplaces, and messrooms accounted for 51.8 per cent., foul and dirty water closets for 17.3 per cent., and dirty food lockers 22.4 per cent.

Lack of attention to fittings and structures, including defective side ports, ventilators, water closets and water heaters were responsible for a large proportion of the other insanitary conditions.

DANGEROUS DRUGS REGULATIONS, 1953.

No applications were received for certificates to procure drugs under the provisions of the above regulations during 1962.

FOOD INSPECTION

Particulars of the food imported during 1962 and of the amount of unsound food destroyed or otherwise disposed of

so as not to be used for human food, will be found in the Inspector's report attached.

I wish to thank the Collector of H.M. Customs and his 'Preventive' Officers, the Clerk of the Pilotage Board and Pilots and Officials of the British Transport Commission, for affording prompt and valuable assistance at all times in carrying out preventive work in connection with infectious diseases.

I have the honour to be,
Your obedient Servant,

W. B. CLARK,
Medical Officer of Health.

INSPECTOR'S REPORT

To the Chairman and Members of the Health Committee acting as the Port Health Authority.

I beg to submit my Annual Report for the year 1962.

SHIP INSPECTION

During the year 1,241 vessels were inspected and 52 (4.2 per cent.) of them were found to have nuisances or defects on board. It was not necessary to serve any statutory notices with regard to these vessels. 136 verbal and informal notices were given, as a result of which practically all the nuisances and defects were remedied and 85 quayside nuisances abated. 2,986 re-visits were made to vessels in connection with sickness, nuisances and defects, rat destruction, and to vessels from infected areas.

As shown in Table 1, 681 British and 560 foreign-owned vessels were inspected during the year, and of these 35 (5.1 per cent.) British and 17 (3.0 per cent.) foreign were found to have nuisances and defects on board. 559 of the vessels were from foreign and 682 from coastwise ports, the numbers found to be insanitary being 33 (5.9 per cent.) and 19 (2.8 per cent.) respectively.

NUISANCES AND DEFECTS.

Dirt, vermin and other conditions prejudicial to health

accounted for 60 (78.9 per cent) and structural defects caused through wear and tear 16 (21.1 per cent.) of the total found. The numbers and types of nuisances and defects dealt with on British and foreign owned vessels together with percentages are shown in Tables II and III. Table IV indicates the various nuisances dealt with, and of these 4.7 per cent. were due to the verminous condition of quarters and berths, 22.4 per cent. to dirty lockers, 23.1 per cent. to dirty quarters, 0.4 per cent. to defective washbasins, etc., 19.4 per cent. to foul, dirty and defective water closets and fittings, 0.7 per cent. to defective water heaters and 20.9 per cent. to dirty messrooms and washplaces.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.

This type of nuisance was found on board 4.1 per cent. of the British vessels and 2.5 per cent. of the foreign-owned vessels inspected during the year.

Dirty and verminous crews quarters, foul water closets, choked scuppers, dirty food and clothes lockers accounted for the majority of the nuisances under this heading.

The number of vessels dealt with during the year on account of the dirty conditions of crews' accommodation was slightly lower than that for the previous year and there was a reduction of 33% in the number of rooms found in this condition.

The disinfection of verminous vessels was carried out by the pressure spraying of liquid insecticides and also by applying a resin lacquer incorporating a powerful insecticide which remains active for long periods. Many shipping companies have adopted this latter method of vermin control and when it has been applied to all parts of the accommodation has proved to be very effective.

STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR.

Defective ports were responsible for the greater number of this type of defect, and many of these conditions were caused by misuse and lack of attention. Other defects dealt with were defective water closets and fittings, wash-basins and fittings, water heaters, tiled decks and ventilators.

This type of defect was found on board 1.2 per cent. of the British vessels and 0.8 per cent. of the foreign vessels inspected during the year.

CLEAN AIR ACT, 1956
THE DARK SMOKE (PERMITTED PERIODS) VESSELS
REGULATIONS 1958

These regulations came into operation on the 1st June, 1958 and specify the permitted times for smoke emissions from the various types of vessels.

The attention of the Masters and Engineers of vessels arriving at the port is directed to the requirements of the regulations and owners of tug boats and dredging vessels working within the port have also been notified.

The minimum times for observing smoke emissions vary from 30 minutes (black smoke) to 2 hours (dark smoke) and in order to implement the main purpose of the Act, visits are made to vessels when any dark smoke is being emitted and representation made to the Officer-in-Charge. He is informed that observation is being kept and requested to make every effort to reduce the emission.

During the year 26 observations were made of smoke emissions from 17 British, 2 Finnish, 1 Liberian, 1 Panamanian, 2 Polish, 2 Spanish and 1 Swedish vessel. In each case the emission was within the prescribed limits and the intensity reduced following the visit of the Inspector.

TABLE I
VESSELS INSPECTED - FOREIGN AND COASTWISE

VESSELS	Vessels			Nuisances & Defects	
	Number Inspected	No. found to have Defects etc. on Board	No. on which Defects etc. were Remedied	Found	Remedied
<u>From Foreign Ports</u>					
British Steamers	15	5	5	8	8
British Motor Vessels	196	13	13	18	18
British Sailing Vessels	-	-	-	-	-
Total British ...	211	18	18	26	26
Foreign Steamers	51	11	11	18	18
Foreign Motor Vessels	297	4	4	7	7
Foreign Sailing Vessels	-	-	-	-	-
Foreign Fishing Vessels	-	-	-	-	-
Total Foreign ...	348	15	15	25	25
Total Vessels from foreign ...	559	33	33	51	51
<u>From Coastwise</u>					
British Steamers	91	5	5	8	8
British Motor Vessels	379	12	12	15	15
British Sailing Vessels	-	-	-	-	-
Total British ...	470	17	17	23	23
Foreign Steamers	25	1	1	1	1
Foreign Motor Vessels	187	1	1	1	1
Foreign Sailing Vessels	-	-	-	-	-
Total Foreign	212	2	2	2	2
Total Vessels from Coastwise ...	682	19	19	25	25
Total from Foreign and Coastwise ...	1,241	52	52	76	76

TABLE II

SHOWING NUMBER OF VESSELS INSPECTED, CLASSIFIED ACCORDING TO NATIONALITY AND DEFECTS DISCOVERED

Nationality	No. of Vessels Inspected	Number of		Nuisances and Defects found	Defects of original construction		Structural Defects through wear and tear		No. of Vessels Concerned	Dirt, Vermin and other conditions prejudicial to health	No. of Nuisances Found
		Vessels on which Defects or Nuisances were found	Nuisances		No. of Vessels Concerned	No. of Defects Found	No. of Vessels Concerned	No. of Defects Found			
British	681	35	49	-	-	-	7	9	28		40
American	1	-	-	-	-	-	-	-	-		-
Belgian	1	-	-	-	-	-	-	-	-		-
Danish	30	-	-	-	-	-	-	-	-		-
Dutch	151	-	-	-	-	-	-	-	-		-
Finnish	27	-	-	-	-	-	-	-	-		-
French	1	-	-	-	-	-	-	-	-		-
German	55	-	-	-	-	-	-	-	-		-
Greek	2	1	2	-	-	-	-	-	1		2
Israeli	1	-	-	-	-	-	-	-	-		-
Italian	5	-	-	-	-	-	-	-	-		-
Lebanese	2	1	2	-	-	-	1	2	-		-
Liberian	18	5	8	-	-	-	1	1	-		7
Norwegian	84	2	3	-	-	-	2	2	4		1
Panamanian	9	6	10	-	-	-	2	2	6		8
Polish	21	-	-	-	-	-	-	-	-		-
Rumanian	1	-	-	-	-	-	-	-	-		-
Russian	4	-	-	-	-	-	-	-	-		-
South African	4	-	-	-	-	-	-	-	-		-
Spanish	80	2	2	-	-	-	-	-	2		2
Swedish	52	-	-	-	-	-	-	-	-		-
Swiss	2	-	-	-	-	-	-	-	-		-
Yugoslavian	9	-	-	-	-	-	-	-	-		-
Totals	1,241	52	76	-	-	-	13	16	42		60

TABLE III
NUISANCES AND DEFECTS

	BRITISH	FOREIGN	TOTALS
Defects of Original Construction ...	-	-	-
Per Cent. of Total Defects ...	-	-	-
Structural Defects through wear and tear	9	7	16
Per Cent. of Total Defects	11.8	9.2	21.0
Dirt, Vermin and other Conditions prejudicial to health ...	40	20	60
Per Cent. of Total Defects	52.6	26.4	79.0

TABLE IV
NUISANCES AND DEFECTS DEALT WITH

Nuisances and Defects Found	On British Vessels	On Foreign Vessels	Total Found
Defective Ventilators ...	1	1	2
" Ports, etc. ...	9	1	10
" Floors ...	1	1	2
" Washbowls and Fittings	-	1	1
" Water Closets and Fittings	2	4	6
" Water Heaters ...	1	1	2
Dirty Crew Rooms and Quarters ...	57	6	63
Dirty Lockers ...	59	2	61
Dirty Messrooms ...	21	5	26
Dirty Washplaces, etc. ...	24	7	31
Choked Scuppers and Sinks ...	2	-	2
Foul and Dirty Water Closets ...	25	22	47
Quayside Nuisances ...	55	30	85
Verminous Pantries, Galleys & Storerooms ...	6	-	6
Verminous Quarters, Berths & Messrooms ...	13	-	13

RAT DESTRUCTION

The warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically inspected. The British Transport Commission's Ratcatcher co-operates with the Port Health Staff, and immediate measures are taken when fresh evidence of rats is seen or their presence reported.

Poison baits were laid down within the district, during the year, mainly by the British Transport Commission's Ratcatcher; 241 rats and 132 mice were estimated to have been killed by these baits.

One vessel was deratted by means of HCN resulting in the destruction of four rats, and one vessel by means of the sodium fluoracetate method when six rats were destroyed.

TABLE V

Method of Destruction	Number of Rats Destroyed				Total No. of Rats Killed
	On Vessels		Ashore		
	Male	Female	Male	Female	
Fumigation by HCN	1	3	-	-	4
Fumigation by Sulphur	-	-	-	-	-
Trapping ...	-	-	-	-	-
*Poison Bait ...	2	4	4	11	21

* The British Transport Commission's Ratcatcher laid poison baits during the year, estimating the destruction of 241 rats and 132 mice.

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952-1961 REGULATION 19.

Fifty four vessels were inspected and searched in accordance with this Regulation. Fifty-two were found free from rodents and issued with Exemption Certificates.

Rat repressive measures were successfully taken on the remaining two vessels and Deratting Certificates issued.

Certificates issued (Port Form II):-

Deratting 2, Exemption 52, Total 54.

With a few exceptions all vessels from foreign ports are examined for evidence of rats, and when recent indications are found, precautions are taken to prevent the rats making their way ashore.

THE PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER 1951, AND AMENDMENT NO. 2 ORDER, 1956.

In addition to the functions they exercise, in common with other local authorities, Port Health Authorities are empowered to issue Rodent Control Certificates. The purpose of these certificates is to relieve Authorities from the necessity of inspecting coastwise vessels which are known to be free or to have been recently freed from rats and mice and the period of validity has been limited to four months.

Since the Amendment No.2 Order came into operation, authorising a charge for these certificates, most of the vessels have preferred to pay the slight additional cost and obtain International Certificates. Only four Rodent Control Certificates were issued at this port during the year.

VESSELS FROM INFECTED AREAS

Seven of the vessels inspected during the year were from infected areas. These vessels were boarded in the Entrance Locks or immediately upon arrival at their berths and those from Typhus Fever infected areas were examined for evidence of vermin, in conjunction with the medical examination of the crews.

IMPORTATION OF ANIMALS, ETC.

The various orders with reference to the importation of canine and other animals, etc., have been enforced during the year. 65 budgerigars, 23 cats, 52 dogs, 2 lovebirds, 6 parakeets and 25 parrots were brought into the port on board 93 vessels. None of these were landed.

FOOD INSPECTION

FOOD AND DRUGS ACT, 1955

THE PUBLIC HEALTH (IMPORTED FOOD)

REGULATIONS, 1937 AND 1948

PRESERVATIVES IN FOOD REGULATIONS 1962

The inspection, examination and control of foodstuffs imported under the above regulations has been greatly facilitated by the co-operation of the Officers of H.M. Customs and Excise.

The amount of foodstuffs landed within the port from 87 vessels during the year was 6,710 tons.

793 tons were importations of flour from Canada, canned fruit from South Africa and lard from the United States of America. 640 tons of Apple Juice and 246 tons of Pomace were

imported from France, 3824 tons of Lemon and Pear Juice and 379 tons of Canned Tomatoes from Italian and Sicilian Ports.

The remaining 828 tons were discharged from regular trading vessels from Continental and Scandinavian countries.

FOOD IMPORTATIONS.

Apple Juice 640 tons; Apple Pomace 246 tons; Bacon 20 tons; Beer and Wine 30 tons; Canned Cream 33 tons; Canned Fish 65 tons; Canned Fruits 68 tons; Canned Hams and Shoulders 58 tons; Canned Meats 428 tons; Canned Milk 37 tons; Canned Tomatoes 380 tons; Canned Vegetables 12 tons; Cheese 7 tons; Flour 727 tons; Fruit Juices - Lemon 3616 tons, Pear 208 tons; Gelatine 28 tons; Jams 9 tons; Lard 48 tons; Macaroni 14 tons and Miscellaneous Goods 28 tons.

Foods condemned and disposed of for purposes other than human consumption were:-

Imported Food - Canned Beef 4lbs; Canned Tomatoes 38 lbs; Pork Luncheon Meat 68 lbs; Total 110 lbs.

Ship Stores - Flour 300 lbs; Rice 1650 lbs; Total 1950 lbs.

THE PRESERVATIVES IN FOOD REGULATIONS, 1962.

A sample of Lemon Juice was submitted to the Public Analyst who reported that it contained 602 p.p. million of sulphur dioxide. (350 p.p.m. permitted maximum content). The importer gave an assurance that all importations of this commodity, by them, were subject to the provisions of Article II (iii)b of the Public Health (Preservatives, etc., in Food) Regulations and before retail sale the sulphure dioxide content would be reduced to the level permitted by Part I of the First Schedule of the regulations.

THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 and 1948

There are no shell-fish beds laying within the jurisdiction of the Authority.

I am,

Your obedient Servant,

R. M. SCORRER,

*Senior Port Public Health
Inspector.*

